

# ***Summary***

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## **Description of the Proposed Action**

The project area is located in the northeast quadrant of Spokane County and the City of Spokane (see Vicinity Map, Figure 1.1). The proposed action is to improve transportation safety and mobility through the City of Spokane and Spokane County between Interstate 90 (I-90), northeastern Washington, and Canada. The action will ultimately provide a four- to eight-lane, fully controlled access highway between I-90 on the south terminus, kilometer post (KP) 456.15 (MP 283.44) and US 395 at Wandermere on the northern terminus. The length of the North Spokane Corridor (NSC) is approximately 16.1 kilometers (10.0 miles), and includes up to seven interchanges. In addition, about 5.6 km (3.5 mi) of I-90, centered around the NSC/I-90 interchange connection, will require new construction. The project will provide a transportation facility that will accommodate high volume traffic movements, including high capacity transportation systems, between I-90 and areas north. This will help reduce the congestion and related operational problems on city street and county roads such as Division Street and Market Street, and will remove regional trips from local streets.

Under State and Federal environmental and transportation guidelines, Washington State Department of Transportation (WSDOT) is charged with the responsibility of establishing this new limited access corridor from Interstate 90 to US 395 in the Wandermere vicinity with the least amount of environmental impact possible, while maintaining the overall operational integrity of the facility. A large part of this responsibility includes the continued evaluation of the proposed action as outlined in the FEIS. As the development of this corridor has proceeded with specific design, right-of-way, and construction details, WSDOT evaluated modifications which would potentially reduce adverse impacts associated with the proposal.

A Supplemental Environmental Impact Statement (SEIS) is required when (1) changes to the proposed action would result in significant environmental impacts that were not evaluated in the EIS; or (2) new information or circumstances relevant to environmental concerns and bearing on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS. A Supplemental EIS is developed using the same process as the original EIS, except that scoping is not required. (23 CFR Sec. 771.130.)

**This Final Supplemental EIS** has been prepared to document the changes to the proposed action presented in the 1997 North Spokane Freeway Final Environmental Impact Statement, and the impacts resulting from those changes. There are no changes in the termini of the NSC project. The Final Supplemental EIS covers portions of the corridor between the Spokane River and US 395 at Wandermere in which changes have been made since the 1997 FEIS. The FSEIS refers to the 1997 FEIS where there are no changes in affected environment or impacts.

It is important to note that this document does not represent a direct comparison of the FEIS Alignment to the proposed Preferred Alternative. It is a documentation of the environmental impacts of the Preferred Alternative. The 1997 FEIS for the NSC was a corridor level study of several alternatives. The development of the design and right-of-way needs was limited, since there was no funding at the time for continued design work. In May 1998, the NSC project progressed from the environmental phase in to the design phase, and WSDOT focused on areas where reductions in adverse environmental impacts, improvements in operations, and reduction in costs could be achieved. Through this effort and the Value Engineering studies, the current Preferred Alternative as presented in this Supplement evolved.

In order to evaluate the impacts of the proposed alignment changes, certain discipline analyses were prepared. The following technical reports are available for review at the WSDOT NSC Project Office:

- **Air Quality**

“Air Quality Report, SR 395 North Spokane Freeway.” Joanne Welty, Bruce Farrar, Martin Palmer, WSDOT; April 28, 1999.

“Air Quality Assessment.” William Bennett, WSDOT, May 3, 2000.

- **Noise**

“Noise Discipline Report for North Spokane Corridor Project.” Jones & Stokes Associates, Inc.; April 2000.

- **Biological Assessment**

“North Spokane Corridor Biological Assessment.” Erv Koller, WSDOT Eastern Region Environmental Office; April 21, 1999.

“Deadman Creek Crossing.” Erv Koller, WSDOT Eastern Region Environmental Office; January 19, 2000.

- **Real Estate Proximity Study**

“Proximity Study, North South Limited Access Corridor, Spokane, Washington.” Michael Ward, WSDOT Eastern Region Real Estate Services Office; May 21, 1999.

- **Historical and Archaeological**

“A Cultural Resources Survey of the Washington State Department of Transportation’s Proposed New Alignment, North Spokane Corridor Project, Spokane County, Washington.” Stan Gough, M.S., Stephen Emerson, M.A., Maryann Rader, M.A., and Craig Holstine, M.A., Archaeological and Historical Services Eastern Washington University, Cheney; January 20, 2000.

- **Hazardous Waste**

“Supplement to Final EIS, Limited Initial Site Assessment of Known and Suspected Contaminated Sites on the Proposed North Spokane Limited Access Corridor, Spokane River to SR 395.” Dean Smith, WSDOT Eastern Region Environmental Office; February 2000.

“Detailed Site Investigation and Evaluation of Construction Impacts, North Spokane Limited Access Corridor Market/Greene Segment, Spokane, Washington.” EMCON; January 21, 2000.

- “Site Investigation Report, WSDOT North Spokane Freeway Revision 1, Spokane County, Washington.” Tetra Tech, Inc.; December 1999.
- **Visual Quality**

“North Spokane Limited Access Corridor Re-Alignment, Visual Quality Assessment.” Steven Yach, WSDOT Eastern Region Environmental Office.
  - **Value Engineering**

“Value Engineering Study Report, North Spokane Limited Access Corridor, Francis Ave. Interchange.” WSDOT Eastern Region; January 15, 1999.

“Supplement to Value Engineering Study Report, North Spokane Limited Access Corridor, Francis Ave. Interchange.” WSDOT Eastern Region; January 15, 1999.

“Decision Document for Value Engineering Study Report, North Spokane Limited Access Corridor, Francis Ave. Interchange.” WSDOT Eastern Region; January 15, 1999.

“Value Engineering Study Report, North Spokane Corridor, Lincoln Road to US 395.” WSDOT Eastern Region; June 15, 1999.

“Supplement to Value Engineering Study Report, North Spokane Corridor, Lincoln Road to US 395.” WSDOT Eastern Region; June 14, 1999.

“Decision Document for Value Engineering Study Report, North Spokane Corridor, Lincoln Road to US 395.” WSDOT Eastern Region; June 15, 1999.

## Public and Agency Coordination

Since the publication of the FEIS, continued agency coordination has taken place primarily through the Value Engineering (VE) process. A VE Study is required for any federally funded National Highway System project with an estimated cost of \$25 million or more (CFR 23 Part 627). Value Engineering is a systematic process designed to focus on the major issues of a complex project. The primary objective of a VE study is value improvement. The VE process incorporates, to the extent possible, the values of the design engineer, construction engineer, maintenance engineer, contractor, state and federal approval agencies, local agencies, other stakeholders, and the public. Design decisions are formulated from the recommendations of the VE team. (WSDOT Design Manual, Sec. 315.)

The Team for the first VE Study (focused on the area between the Spokane River and Lincoln Road) included participants from Spokane County and the City of Spokane. Guest speakers included the Traffic Engineer for the City of Spokane, and the roadmaster for Burlington Northern Santa Fe Railway (via conference phone call). The second VE Study, in March 1999, focused on the proposed project between Lincoln Road and US 395 at Wandermere. The study team included representatives from, Mead School District, Spokane County, Federal Highway Administration, and local neighborhoods. Three residents from the Garden City Addition neighborhood and one from the southeast side of the proposed US 2 interchange participated in the study.

WSDOT will continue to coordinate with the City of Spokane, Spokane County and emergency services regarding access issues. Within the City of Spokane, the NSC proposes to eliminate east-west traffic on three city streets (Cleveland, Fairview and Bridgeport). East-west traffic will be maintained on Euclid, Wellesley, and Francis Avenues. Within Spokane County, the NSC proposes to cul-de-sac Fairview Road and Piper Road. Local agency approval is required for any planned frontage roads, county road or city street connections, or cul-de-sacs. The local agency must also agree in writing to accept and maintain the connecting section as a county road or city street. Upon WSDOT approval, the Access Report Plan will be submitted to city and county officials for review and meetings will be held to discuss the report.

### ***Cooperating Agencies***

The Bonneville Power Administration (BPA) and the Environmental Protection Agency (EPA) are serving as cooperating agencies for this project. The BPA has jurisdiction over a large amount of land on the north end of the project, and the corridor crosses several BPA power transmission lines. The EPA is a cooperating agency based on its jurisdiction over the Spokane Valley-Rathdrum Aquifer.

### ***General Coordination***

The NSC project continues to be coordinated with other affected agencies and major property owners along the corridor, including: Spokane Regional Transportation Council, Spokane County, City of Spokane, area emergency services, Spokane Transit Authority, Avista Utilities, Kaiser Aluminum and Chemical Corporation, Burlington Northern and Santa Fe Railway Company, Community Colleges of Spokane, and Mead School District. The following civic organizations have indicated their support for the NSC project:

Spokane Area Chamber of Commerce  
Bemiss Neighborhood Council  
Hillyard Neighborhood Council

### ***Public Involvement***

The public involvement plan for the revisions to the NSC used the following approaches to ensure inclusion of business, private citizens, federal, state, and local agencies, and other interested groups in the EIS process:

- Disseminating information to the general public, businesses, citizen groups, and public agencies and officials.

The dissemination of information was enhanced with two new modes. A page devoted to the NSC was established on WSDOT Eastern Region's web site. This page was created and posted in January 1999, and has been updated as changes and development occur. It also provides another opportunity for feedback. A NSC newsletter was created to keep the public updated on the project. Three issues were distributed; Fall 1998, Winter 1998/1999, and Fall 1999. Over 15,000 copies of the Winter issue were mailed out along with the Open House announcements in February, to residents and businesses in the vicinity of the corridor, property owners, and to those on the general mailing list.

- Holding Open Houses.  
Ten open houses were held between February 1999 and June 2000. All open houses were informal, with displays and staff to present the latest information on the project, and to receive verbal and written comment.
- Holding community meetings.  
Additional information meetings were held at the request of individuals and community groups. Nine meetings were held with various neighborhood organizations between January 1999 and June 2000. In addition, WSDOT staff attended the monthly meetings of one neighborhood council at the council's request.

## **Related Actions**

### ***County Urban Connectors***

Spokane County's transportation division is currently developing an Urban Connector plan, consisting of a network of arterials providing critical connections around the metropolitan area. The NSC is included in the plan as a major link in the network. Two of the proposed connectors intersect with the NSC. The Northeast Urban Connector would intersect with US 395 at Farwell Road, connecting US 395, US 2, and Bruce Road to the east. Another proposed connector, aligned with Bigelow Gulch Road, would intersect with the NSC at Francis Avenue. The ultimate configuration of the County Urban Connectors are not included in the Regional Transportation Plan at this time, and therefore were not included in the modeling for the NSC Preferred Alternative.

### ***Northside Arterial***

Spokane County has decided against building the previously proposed Northside Arterial, between US 395 and Market Street. The project is not currently identified in the Regional Transportation Plan, and was not included in the modeling for the NSC Preferred Alternative.

### ***City of Spokane Road Projects***

The City of Spokane has one current project within the limits of the NSC:

- Euclid Avenue improvements from Market Street to Freya Street. This project has no impacts on the NSC and is not impacted by the NSC project.

## **Project Alternatives Considered**

This supplement covers only the additional build alternatives that have been considered since the publication of the FEIS.

### **From the Spokane River to Hawthorne Road:**

1. FEIS Market/Greene Alternative (see **Figure 2.1**)
2. Revised Market/Greene Alternative (see **Figure 2.2**)

### From Hawthorne Rd to US 395 at Wandermere:

1. FEIS North Option with interchange at Stoneman Road (see **Figure 2.3**).
2. FEIS Modified North Option with interchange at Parksmith Drive (see **Figure 2.4**)
3. VE South Alternative with interchange at Parksmith Drive (see **Figure 2.5**)
4. VE North Alternative with interchange at Parksmith Drive (see **Figure 2.6**)

All of the above alternatives were compared and evaluated through the Value Engineering process. The Revised Market/Greene Alternative and the VE North Alternative were carried forward for detailed impact analysis, and are compared with the FEIS Market/Greene and North Option in this document.

## **New Facility Construction Cost**

Table S-1 shows construction cost estimates in millions of (2000) dollars. These figures cover the full facility for each alternative, including the I-90 Collector Distributor System.

**Table S-1 NSC Construction Costs in  
Millions of Dollars (year 2000)**

<b>FEIS Alignment</b>	<b>Preferred Alternative</b>
\$1065 (see note)	\$1091

Note: Cost was increased from the 1997 FEIS by 3% annual inflation rate and adjustments in land values determined for industrial property. The inflation rate was derived from the WSDOT Program Management 1998 Construction Cost Index Table.

## **Project Schedule**

Construction is anticipated to take approximately 20 years, based on estimated funding availability of \$53 to \$56 million per year. The earliest anticipated construction start is approximately mid-2001, with a corresponding full build-out completion date of around 2021. Because of the time required to complete the entire project, construction would be staged to provide public use portions of the roadway as early as possible.

# Major Environmental Impacts

**Table S-2 Alternative Route Comparison Summary**

<b>CATEGORY</b>	<b>FEIS Alignment: Market/Greene with North Option connection</b>	<b>Preferred Alternative: Revised Market/Greene with VE North connection</b>
<b>Regional and Community Growth</b>	Cuts across Urban Growth Area in County.	Aligned with edge of Urban Growth Area in County.
<b>Displacement and Relocations</b>	123 homes <sup>1</sup> (90 single-family homes, 33 multi-family units), and 1 church	112 homes (97 single-family, 15 multi-family units)
<b>Land Use</b>	total 244 hectares <sup>2</sup> (602 acres)	total 255 hectares (629 acres)
<b>Air Quality</b>	no exceedance of NAAQS	no exceedance of NAAQS
<b>Noise Impacts</b>	Approx. 220 homes impacted; approx. 40 remain unmitigated by noise walls (FEIS, p. 4-28)	Approx. 286 homes impacted; approx. 42-95 remain unmitigated by noise walls
<b>Employment</b>	40 businesses and approximately 795 employees displaced <sup>3</sup>	35 businesses and approximately 345 employees displaced
<b>Visual Quality</b>	impacts over large residential area between US 2 and US 395 at Wandermere, Northwood Middle and Farwell Elementary Schools	impact reduced with depressed section north of Hawthorne
<b>4(f) and 6(f) Sites; Historic, Parks and Recreation Sites</b>	No properties taken or used	No properties taken or used
<b>Geology and Soils</b>	no significant impact	involves designated geologically hazardous soils
<b>Topography and Sundry Sites</b>	Extensive fill required for US 2 interchange	Extensive cuts required for US 2 interchange. Crosses Wilson Landfill, requiring excavation and filling
<b>Wildlife and Habitat</b>	no impact to unique habitat, threatened or endangered species	no impact to unique habitat, threatened or endangered species; increased impact to common habitat and species
<b>Hazardous Waste</b>	Estimated remediation south of Lincoln Rd.: \$1,752,000 Estimated remediation north of Lincoln Rd.: \$445,000 (this figure not based on investigation.)	Estimated remediation south of Lincoln Rd.: \$1,752,000 Estimated remediation north of Lincoln Rd.: \$118,000.
<b>No difference in impact in: Overall Economic Activity, Water &amp; Hydrological Systems, Flood Plains, Wetlands, Prime Farmland.</b>		

<sup>1</sup> See "Residential Land" section, Chapter 4.

<sup>2</sup> See "Land Use" section, Chapter 4.

<sup>3</sup> See "Industrial Land/Business and Employment" section, Chapter 4.

## ***Air Quality***

The approved Transportation Plan for the Spokane Metropolitan Area meets the Clean Air Act State Implementation Plan (SIP) and includes the NSC. Each phase or segment of the NSC will need to be programmed into a Transportation Improvement Plan (TIP).

## ***Noise***

Several areas along the proposed corridor will experience noise levels exceeding FHWA noise abatement criteria. Mitigation was examined for all areas to determine whether it was reasonable and feasible at each location. **Table S-3** displays the proposed locations of noise walls for the Preferred Alternative which were found to be feasible and reasonable by WSDOT criteria. It is WSDOT's policy to make final decisions on the construction of noise barriers after final horizontal and vertical alignments are determined and a detailed engineering analysis of the feasibility and reasonability of noise abatement can be made.

**Table S-3 Noise Wall Location, Preferred Alternative**

NSC segment		Side of Road	Wall Length meters (feet)	Wall Height meters (feet)
1	Spokane River to Grace Ave.	East	500 (1,640)	4.3 (14)
		West	550 (1,800)	4.3 (14)
2	Grace Ave. to Wellesley Ave. I/C	East	671 (2,200)	4.3 (14)
6	Parksmith Dr. to Mead Royale Mobile Home Park	East	854 (2,800)	4.3 (14)

The minimum noise abatement will be constructed as shown in **Table S-3**. Additional abatement is being evaluated between Freya Avenue and Lincoln Road (Morgan Acres neighborhood) and between Farwell Road and Perry Street (Garden City Addition neighborhood). The abatement shown in **Table S-3** would leave 95 households with unmitigated noise impacts. Further analysis is being pursued which may show additional abatement is justified, potentially lowering the remaining impacted homes to approximately 42.

## ***Energy***

Operation of any new build alternative would save between 3,997,395 liters (1,056,000 gallons) and 6,389,775 liters (1,688,000 gallons) of gasoline annually.

## ***Geology and Soils***

Topography will be altered through cut and fill slopes, embankment material, excavation, disposal of waste materials, retaining walls, ditching, and trenching. Best Management Practices (BMPs)<sup>Note</sup> will be used to prevent long-term erosion on any embankment, roadway shoulder, drainage channel segment, or graded section. The most current and

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<sup>Note</sup> Best Management Practices (BMPs) are defined in the Glossary.



most appropriate BMPs will be detailed in the Stormwater Site Plan (SSP). The SSP includes the hydraulic report, Temporary Erosion and Sediment Control Plan, BMP selection, and the project-specific maintenance schedule. This plan is then included in the Plans, Specifications, and Estimates (PS&E) for construction. This process and the catalog of BMPs are found in the WSDOT Highway Runoff Manual. Stormwater controls will be in compliance with Sole Source Aquifer protection guidelines.

### ***Waterways and Hydrological Systems***

Rivers, streams, creeks, wetlands, etc., will be avoided or spanned by bridge structures. BMPs will be employed during construction and operation of the facility to ensure compliance with federal, state, and local water quality requirements.

### ***Flood Plains***

The Spokane River banks vicinity are artificially stabilized both up-and downstream of the proposed NSC crossing. The proposed Spokane River bridge will have bridge abutments and approach fill outside of the wetlands and 100-year flood plain.

### ***Water Quality***

With the use of storm water quality/quantity treatment BMPs, no adverse water quality impacts are projected. The most current and appropriate BMPs will be detailed in the Stormwater Site Plan (SSP). The SSP includes the hydraulic report, Temporary Erosion and Sediment Control Plan, BMP selection, and the project-specific maintenance schedule. This plan is then included in the Plans, Specifications, and Estimates (PS&E) for construction. This process and the catalog of BMPs are found in the WSDOT Highway Runoff Manual. Stormwater controls will be in compliance with Sole Source Aquifer protection guidelines.

### ***Wetlands***

No impact to any wetland within, or in the vicinity of, the NSC is expected, due to the following measures:

- Storm water discharge to surface water bodies will be avoided by the use of properly maintained, permanent water quality/quantity treatment BMPs (see Water Quality, above).
- Permanent erosion and sediment control measures (BMPs) will be maintained to ensure that wetland filling and river/creek sediment contamination do not occur.

### ***Wildlife, Fisheries, and Vegetation***

The overall development generated by this project will have minimal impact on the area's wildlife. A majority of this project is within an area where human activities and urbanization have already displaced sensitive wildlife species. No endangered or threatened wildlife or fish species, and no wildlife migratory routes, were found (known, recorded, or observed) within the corridor. The northern end of the project will have increased impact on common habitat and species.

Vegetation types present in the affected areas are common or introduced species. Any plant losses are considered to be insubstantial. Vegetation planted in the right-of-way will be sustainable native species that are fast-growing, provide optimum erosion control, and are aesthetically pleasing.

### ***Farmland***

No prime farmland or farmland of state importance is impacted by this project.

### ***Recreation***

While there are no direct impacts to recreational properties from the project, the route will pass numerous facilities which will experience indirect impacts. The resulting visual, noise, and access impacts are not expected to substantially impair any of the facilities' attributes, features, or uses.

### ***Regional and Community Growth***

Due to the minor difference in location between the alignment alternatives from the Spokane River to Hawthorne Road, there are no differences from the FEIS in terms of regional and community growth. Both alignments are held within or adjacent to the existing BNSF railway alignment north to the Francis Avenue/Freya Street interchange. This existing transportation corridor has established a general division between the east and west side.

From Hawthorne Road to Farwell Road, the Preferred Alternative roughly follows existing boundaries between residential and industrial land uses. Between Farwell Road and US 395 at Wandermere, the FEIS Alignment cuts through a rapidly developing residential area which is within the county's Urban Growth Area. It results in the relocation of approximately 42 homes, as well as the 14 residents of a senior care home. It also has a major impact on proposed development in the area. The Preferred Alternative is aligned closer to the Urban Growth Area boundary in this area, minimizing impact to recent development as well as proposed development, and avoiding impact to the senior care home.

### **Community Cohesion**

Between Francis Avenue and Lincoln Road, the Preferred Alternative intrudes into the Morgan Acres Neighborhood, while the FEIS Alignment widens, but maintains the division between the industrial activity on the west side of Freya Avenue and the residential use on the east side. More households will be relocated and more homes will be in proximity to the NSC with the Preferred Alternative than with the FEIS Alignment. The elevated Preferred Alternative will create a physical barrier through this neighborhood. While this neighborhood is outside of the IUGA, the remaining residential land left between Freya Avenue and the NSC, as well as along Lyons Road, would be expected to transition into industrial and commercial use.

## **Services**

Temporary disruptions in services within the corridor are expected during construction of the facility. No adverse impact to services is expected once the NSC is operational.

## **Pedestrian/Bicyclist Facilities**

Between the Spokane River and US 395 at Wandermere, the FEIS proposed only a pedestrian/bicycle crossing of the NSC and BNSF Railway at the J.J. Hill/Wild Horse Park in the Hillyard area. Continued study and development of the NSC has resulted in the inclusion of a separated, paved pedestrian/bicycle trail along the full-length of this part of the corridor. This provides an alternative transportation mode route connecting the northern metropolitan area of Spokane with the Centennial Trail and downtown.

## **Employment**

Table S-2 shows the approximate number of businesses and employees affected by each alternative. Overall, development of the North Spokane Corridor is not expected to have a significant impact on employment.

## **Tax Revenue**

Land required for right-of-way would displace some businesses and residences; however, since it is expected that those businesses and residences would relocate to sites within the metropolitan area, no net loss of taxable land is projected.

## **Property Values**

Values of residential properties adjacent to the NSC are expected to be impacted to varying degrees. The actual impact will depend upon factors such as housing availability and noise impacts. The marketability of vacant industrial and commercial properties in some areas, such as east of Hillyard, will be enhanced by construction of the NSC and the improved access that will result.

## **Residential Relocation**

See Table S-2 for comparison of residential displacements. All qualified displaced residences will be relocated and compensated for under the “Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as Amended.”

## **Hazardous Waste**

Between the Spokane River and Lincoln Road, no new or different confirmed or suspected contaminated sites are involved in the Preferred Alternative as compared to the FEIS Alignment. This portion of the corridor has undergone an intrusive investigation performed by an environmental consulting firm and WSDOT personnel. The sites of greatest impact in this part of the corridor are the same for the FEIS Alignment and the Preferred Alternative: Burlington Northern and Santa Fe Railroad/Hillyard Rail Corridor, Koch Materials, and The Plant. All soils within the Preferred Alternative right-of-way where hazardous materials were suspected were specifically investigated. The remainder of the former rail-corridor was investigated using a planned grid method.

Between Lincoln Road and US 395 at Wandermere, the proposed alignment revisions result in the avoidance of some previously identified contaminated sites; however, some new sites are encountered: Swanson Hay Trucking, Costich Fertilizer Plant, and the Devlin Property. The methodology used in the investigation of the sites within the Preferred Alignment has progressed beyond that used in the FEIS. Following potential hazardous site identification, the field investigations consisted of soil sampling for each parcel.

Table S-2 shows the estimated costs due to hazardous waste remediation. The difference in projected costs due to hazardous waste sites in the NSC corridor is due in part to the further investigation performed since the publication of the FEIS.

### ***Cultural Resources***

The identification of cultural sites within the proposed corridor included extensive involvement of the Spokane Tribe of Indians (STI). One site in the vicinity was determined to be of cultural significance. The Preferred Alternative was designed to avoid direct impact to this property. Excavation for the roadway adjacent to this site will be monitored by an archaeologist as an extended precaution. Another site of interest will also be monitored by an archaeologist during clearing and excavation for the roadway.

FHWA has concurred with WSDOT's documented process of compliance with the tribal consultation requirements of CFR 36, prior to the November 1999 revisions to Section 106 of the National Historic Preservation Act. WSDOT is now initiating formal consultation with all tribes in the region in order to comply with the new regulations.

### ***4(f) Properties***

No portion of the recreational 4(f) properties is proposed to be taken or used for this project. None of these properties were found to be impacted by the project's proximity such that the protected activities, attributes, or features of the property are substantially impaired. Consequently, no take, use, nor constructive use is projected for any of the recreational properties in the project study area.

Eastern Washington University Archaeological and Historical Services determined that no sites investigated within the proposed corridor are likely to be eligible for listing in the National Register of Historic Places.

### ***Visual Quality***

The main visual quality difference between the alternative alignments is due to the roadway elevation on the northern portion. The FEIS Alignment has a major impact between Hawthorne Road and US 395 at Wandermere due to the full cloverleaf interchange which is elevated up to 9m (30 ft) above the existing grade. In the Preferred Alternative, the NSC is in a cut as it passes below US 2 and through the Garden City Addition neighborhood.

## **Important Issues (areas of controversy)**

### ***Air Quality***

Portions of Spokane County continue to be in non-attainment status for carbon monoxide (CO) and particulates 10 microns or less in diameter (PM<sub>10</sub>). The NSC passes through the non-attainment area. It is expected that air quality in Spokane will continue to be a serious issue; however, the NSC does not have adverse CO impacts because it relieves existing traffic congestion.

### ***Noise***

There are two particular neighborhoods in which noise impacts are increased with the Preferred Alternative as compared with the FEIS Alignment, and in which abatement criteria is not met. Between US 2 and US 395 at Wandermere, the Preferred Alternative passes into a relatively quiet, wooded, low-density suburban neighborhood. Between the Freya Avenue Interchange and Lincoln Road, the Preferred Alternative intrudes further into a semi-rural residential neighborhood. In both of these areas, the relatively low-density of homes raises the cost per resident of noise abatement, and therefore does not meet the standard cost/benefit (“reasonableness”) guidelines. WSDOT is committed to investigating all options to provide abatement in these areas, such as the use of lower-cost earthen berms, and/or exceeding the allowable cost per household for mitigation. It is WSDOT's policy to make final decisions on the construction of noise barriers after final horizontal and vertical alignments are determined and a detailed engineering analysis of the feasibility and reasonability of noise abatement can be made. Additional abatement is being evaluated between Freya Avenue and Lincoln Road (Morgan Acres neighborhood) and between Farwell Road and Perry Street (Garden City Addition neighborhood).

### ***Property Values***

Residents throughout the corridor expressed concerns about the effect of the project on their property values. WSDOT performed a study to help assess, in a general manner, the potential damage in value to single-family residential properties. The study (“Proximity Study; North Spokane Limited Access Corridor, Spokane, Washington”) used a direct market comparison technique to match properties similar in all aspects except for the property’s proximity to a heavily traveled corridor. The findings of the comparison are that housing located adjacent to or near a heavily traveled roadway suffer a loss in value which varies with the value, quality, and condition of the home. Properties selling for \$90,000 or less, of fair to average quality, typically could experience a loss in market value from 0% to 5.5 %. Homes selling in the range of \$90,000 - \$185,000, in good condition, have the potential of experiencing a loss in value from 8% to 13%. These variances in selling prices also reflect the typical negotiation range in real estate transactions in general.

## **Community Cohesion**

Between Francis Avenue and Lincoln Road, the Preferred Alternative intrudes into the Morgan Acres Neighborhood, while the FEIS Alignment widens, but maintains the division between the industrial activity on the west side of Freya Avenue and the residential use on the east side. More households will be relocated and more homes will be in proximity to the NSC with the Preferred Alternative than with the FEIS Alignment. Morgan Acres is a unique community, having a semi-rural character adjacent to the city limits, and possessing relatively clear boundaries and strong community identity. The elevated Preferred Alternative will create a physical barrier through this neighborhood. While this neighborhood is outside of the IUGA, the remaining residential land left between Freya Avenue and the NSC, as well as along Lyons Road, would be expected to transition into industrial and commercial use.

Public comment received regarding the selection of the VE North Alignment as the new Preferred Alternative reflect the fact that the published FEIS set up a level of expectation of the eventual location of the NSC. The neighborhoods to the north and east of the Northwood Middle and Farwell Elementary Schools were not included in the alternatives considered in the original EIS process. The FEIS influenced decisions of residents both within and outside of the published route regarding property purchases, sales, and improvements. While the FEIS went through full public process, residents of the Garden City neighborhood and vicinity were outside of the published preferred route. The Garden City residents also point out that the development that is now being avoided by the northern portion of the Preferred Alternative is recent development and even proposed development; activity which had the warning of being within the corridor due to the published FEIS. Comments from residents in these areas express that the neighborhoods impacted by the Preferred Alternative are more established and cohesive, having been in existence approximately thirty years, and therefore will experience greater impact than will the newer homes built within the FEIS Alignment.

## **Commitment List**

The General Commitments associated with this project remain unchanged from the FEIS, pages S-xxviii through S-xxx.

Commitments for the new Preferred Alternative (Spokane River to US 395 at Wandermere) are:

1. The minimum noise impact abatement will be constructed as shown in Table S-3. Additional abatement is being evaluated between Freya Avenue and Lincoln Road (Morgan Acres neighborhood) and between Farwell Road and Perry Street (Garden City Addition neighborhood).
2. WSDOT will construct a separated, paved, pedestrian/bicycle trail between the Spokane River and US 395 at Wandermere within the NSC right-of-way.

3. Per agreement with the Spokane Tribe of Indians, ground disturbing work in the specific areas of Tribal concern will be monitored by Tribal members trained in archaeological procedure, under the supervision of tribal Elders and the tribe's consulting anthropologist.

Permits required for the NSC are unchanged from the FEIS, as shown on p. S-xxxii.

## Preferred Alternative

Upon completion of the preliminary environmental studies and engineering analysis associated with the North, South, and Modified Alternative routes, the VE North alternative was selected for the following primary reasons:

- Fewest overall adverse environmental impacts
- Best overall traffic operations
- Least expensive construction

This Final Supplemental EIS documents the new or different impacts and mitigation associated with the following changes in the proposed alignment as compared to the alignment selected as preferred in the 1997 FEIS.

1. Between the Spokane River and Fairview Avenue, changes are due to further refinements of the location of the BNSF Railway.
2. Between Fairview Avenue and Wellesley Avenue, railroad and NSC mainline locations switched. Wellesley Interchange is redesigned.
3. Between Wellesley Avenue and Francis Avenue, mainline shifted up to 152m (500 ft) to the west.
4. Between Francis Avenue and Parksmith Drive, mainline shifted up to 122m (400 ft) east.
5. Interchange at Parksmith Drive rather than Stoneman Road.
6. Between Parksmith Drive Interchange and US 395 at Wandermere, alignment in entirely new location, and mostly below existing grade, passing under rather than over US 2.
7. Pedestrian/Bicycle Trail provided, generally parallel to roadway between Spokane River and US 395 at Wandermere.